

PLANNING RATIONALE REPORT

ZONING BY-LAW AMENDMENT FOR PROPOSED RESIDENTIAL DEVELOPMENT

**3503 Byng Road,
City of Windsor, Ontario**

August 2, 2025

Prepared by:



Tracey Pillon-Abbs, RPP
Principal Planner
Chatham, ON
226-340-1232
tracey@pillonabbs.ca
www.pillonabbs.ca

Table of Contents

1.0	INTRODUCTION	3
2.0	SITE AND SURROUNDING LAND USES	4
2.1	Legal Description, Ownership and Previous Use	4
2.2	Physical Features of the Site	5
2.2.1	Size and Site Dimension	5
2.2.2	Vegetation and Soil	6
2.2.3	Topography and Drainage	6
2.2.4	Other Physical Features	6
2.2.5	Municipal Services	7
2.2.6	Nearby Amenities	7
2.3	Surrounding Land Uses and Densities	7
3.0	PROPOSAL AND CONSULTATION	23
3.1	Development Proposal	23
3.2	Public Consultation Strategy	25
4.0	PROPOSED APPLICATION AND STUDIES	28
4.1	Zoning By-law Amendment	28
4.2	Other Application	28
4.3	Supporting Studies	28
4.3.1	Noise	28
4.3.2	Parking	29
4.3.3	Services	29
4.3.4	Climate Change and Energy Study	29
5.0	PLANNING ANALYSIS	30
5.1	Policy and Regulatory Overview	30
5.1.1	Provincial Planning Statement	30
5.1.2	Official Plan	36
5.1.3	Windsor Intensification Guidelines	44
5.1.4	Zoning By-law	47

6.0	SUMMARY AND CONCLUSION	54
6.1	Context and Site Suitability Summary	54
6.1.1	Site Suitability	54
6.1.2	Compatibility of Design	54
6.1.3	Good Planning	54
6.1.4	Natural Environment Impacts	54
6.1.5	Municipal Services Impacts	54
6.1.6	Social, Cultural and/or Economic Conditions	55
6.2	Conclusion	55

1.0 INTRODUCTION

I have been retained by Hausology Inc. (herein the 'Applicant') to provide a land use Planning Rationale Report (PRR) in support of a proposed residential development for property located at 3503 Byng Road (herein the "Site") in the City of Windsor, Province of Ontario.

The Site is located within the Devonshire Planning District (Ward 9).

The Site is an irregularly-shaped corner lot made up of 1 parcel of land, which currently has an existing single detached dwelling.

A portion of the alley at the rear of the Site has recently been purchased by the Applicant and has merged with the subject lands.

The Applicant is proposing to develop the Site for residential use.

It is proposed to demolish the existing dwelling and construct a new 2-storey (with basement) multiple dwelling with a total of 6 residential dwelling units.

On site parking for 6 spaces is proposed, with access from Lappan Ave.

The tenure of the units will be rental.

Stage 1 pre-consultation (City File PC-094/24) was completed by the Applicant. Comments dated October 21, 2024, were received and have been incorporated into the proposed application.

Stage 2 pre-submission (City File PC-036/25) was completed by the Applicant. Comments dated July 30, 2025, were received and have been incorporated into the proposed application.

An application for a Zoning By-law Amendment (ZBA) is required in order to permit the proposed development.

The purpose of this report is to review the relevant land use documents, including the Provincial Planning Statement (PPS) 2024, the City of Windsor Official Plan (OP) and the City of Windsor Zoning By-law (ZBL) as they pertain to the ZBA application.

This PRR will show that the proposed development is consistent with the PPS, conforms with the intent and purpose of the OP and ZBL, and represents good planning.

2.0 SITE AND SURROUNDING LAND USES

2.1 Legal Description, Ownership and Previous Use

The Site has been owned by Hausology Inc., since 2024.

The Site is currently occupied by a single detached dwelling and is located within the Devonshire Planning District (Ward 9).

The Site is made up of 1 parcel of land.

A portion of the alley at the rear of the Site has recently been purchased by the Applicant and has merged with the subject lands.

The Site is an irregular-shaped corner parcel of land on the west side of Byng Road and the south side of Lappan Avenue (see the area in **red** in the Key Map on Figure 1a).



Figure 1a – Key Map (Source: City of Windsor GIS)

The previous use was agriculture.

The Site is legally described and locally known as follows:

Address	ARN	Legal	PIN
3503 Byng Road, City of Windsor, Province of Ontario	070-250-06200	LT 110 PL 1215 SANDWICH EAST; LT 111 PL 1215 SANDWICH EAST; WINDSOR	01348-0464 (LT)
3503 Byng Road, City of Windsor, Province of Ontario	070-250-06200	PART OF ALLEY PLAN 1215 SANDWICH EAST, PART 2, PLAN 12R27297 AS CLOSED BY BY-LAW CE840737; SUBJECT TO AN EASEMENT AS IN CE840738; SUBJECT TO AN EASEMENT AS IN CE840739; SUBJECT TO AN EASEMENT AS IN CE840740; SUBJECT TO AN EASEMENT IN GROSS AS IN CE840741; CITY OF WINDSOR	01348-0841 (LT)

2.2 Physical Features of the Site

2.2.1 Size and Site Dimension

The Site consists of a total area of 674.75 m² or 0.067 ha.

The Site is an irregularly-shaped lot with a frontage of 21.34 m along Byng Road and a depth of 30.48 m along Lappan Avenue (see street view of Site in Figure 1b).



Figure 1b – Street View, from Byng Road (Source: Pillon Abbs Inc.)

2.2.2 Vegetation and Soil

The Site has a maintained lawn, landscaping and trees.

Soil is made up of Brookston Clay Loam (Bcl).

2.2.3 Topography and Drainage

The Site is flat.

The Site is outside the limit of the regulated area of the Essex Region Conservation Authority (ERCA).

The Site is part of the Turkey Creek Area Drainage.

The Site is outside of any source water protection Event Based Area (EBA).

2.2.4 Other Physical Features

There is an existing driveway from Lappan Avenue.

There is fencing along a portion of the Site.

2.2.5 Municipal Services

The property has access to municipal water, storm and sanitary services.

There are fire hydrants located close to the Site.

There are streetlights along Byng Road and Lappan Avenue.

There are no sidewalks in the immediate area of the Site.

There is on-street parking on Byng Road, south of Lappan Avenue and on Lappan Avenue between Byng Road and Turner Road.

The Site is close to major transportation networks, including Walker Road.

The Site has access to transit, with the nearest bus stops (250 m) located at the corner of Walker Road and Lappan Avenue (Stop ID: 1956, Bus #8).

2.2.6 Nearby Amenities

There are several schools close to the Site, including JA McWilliam Public School and St Christopher Catholic Elementary School.

There are many parks and recreation opportunities in proximity to the Site, including Calderwood Park, Shinglecreek Park, Devonshire Heights Park and Water Homesite Park.

There are nearby commercial uses, such as food service, personal service shops, and retail.

There are also nearby employment lands, places of worship, libraries and local/regional amenities.

2.3 Surrounding Land Uses and Densities

Overall, the Site is located in a built-up residential area.

A site visit was conducted on October 28, 2024.

North – The lands to the north of the Site are used for residential (see Photo 1 - North).



Photo 1 – North (Source: Pillon Abbs Inc.)

East – The lands directly to the east of the Site are used for residential (see Photo 2 – East).

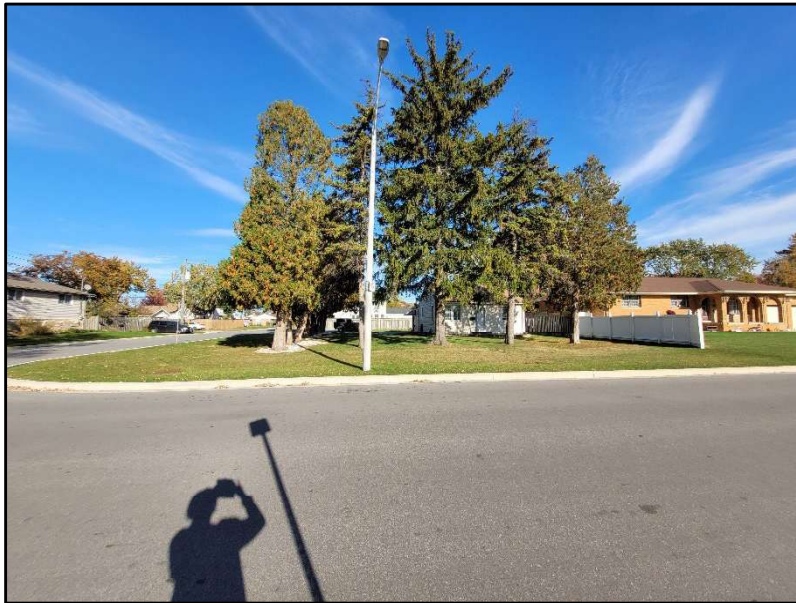


Photo 2 – East (Source: Pillon Abbs Inc.)

South – The lands directly to the south of the Site are used for residential (see Photo 3 - South).



Photo 3 – South (Source: Pillon Abbs Inc.)

West – The lands directly to the west of the Site are used for residential (see Photo 4 – West).



Photo 4 – West (Source: Pillon Abbs Inc.)

There are a variety of existing and potential densities, lot areas and lot widths within a 200 m radius of the Site (see the surrounding area of the Site in Figure 1c).



Figure 1c – Surrounding Area (Source: ERCA GIS mapping)

A total of 164 properties were analyzed. The average lot width was 19 m and the average lot area was 675.86 m2.

Further, the average density (with ADUs) is 51 uph.

The following is a detailed analysis of the surrounding residential neighbourhood:

Municipal Address	Age of Main Building	Lot Width (m) (Approximate)	Lot Area (ft2) (Approximate)	Lot Area (m2) (Approximate)	Main Building Area (m2) (Approximate)	Total Building Area (m2) (Approximate)	Lot Coverage Main Building Only (Approximate)	Lot Coverage (Approximate)	Density (Approximate) (uph)	Density with ADUs (Approximate)

										) (uph)
3511 WALKER RD	Unavailable	63.99		2263.50	748.9	748.99	33.09%	33.09%	4.42	13.25
3552 TURNER RD	Unavailable	10.67	3990	370.68	164.05	185.62	44.26%	50.08%	26.98	80.93
3537 BLISS RD	Unavailable	21.34	8750	812.90	236.98	295.35	29.15%	36.33%	12.30	36.90
3443 TURNER ROAD	Unavailable	12.29	4878.72	453.25	124.96	156.56	27.57%	34.54%	22.06	66.19
3561 BLISS RD	Unavailable	16	6543	607.86	112.03	172.99	18.43%	28.46%	16.45	49.35
3469, 3471 WOODWARD BLVD	Unavailable	20	7210.53	669.88	180.4	180.4	26.93%	26.93%	14.93	44.78
1843, 1845 CHAVIVA CRT	Unavailable	33.29		1200.58	184.3	184.3	15.35%	15.35%	8.33	24.99
3442, 3444 WOODWARD BLVD	Unavailable	19.48	7023.7	652.52	188.02	191.4	28.81%	29.33%	15.33	45.98
3477, 3479 WOODWARD BLVD	Unavailable	20.02	7210.53	669.88	103.89	110.41	15.51%	16.48%	14.93	44.78
1870 LAPPAN AVE	Unavailable	6.76		374.23	111.96	121.034	29.92%	32.34%	26.72	80.16
1870 BLOSSOM CRT	Unavailable	18.3	6892.64	640.35	185.8	201.86	29.02%	31.52%	15.62	46.85
1881 LAPPAN AVE	Unavailable	18.3	7671.23	712.68	164.19	164.19	23.04%	23.04%	14.03	42.09
3439 BLISS RD	Unavailable	14.48		547.97	129.12	195.16	23.56%	35.62%	18.25	54.75

3485, 3487 WOODWARD BLVD	Unavailable	19.3	6958 .86	646. 50	173.1 7	176. 84	26.79%	27.3 5%	15.4 7	46.4 0
1893 LAPPAN AVE	Unavailable	16.75	7022 .06	652. 37	155.0 3	167. 32	23.76%	25.6 5%	15.3 3	45.9 9
3450, 3452 WOODWARD BLVD	Unavailable	19.3	6958 .86	646. 50	172.0 3	177. 03	26.61%	27.3 8%	15.4 7	46.4 0
3449 BLISS RD	Unavailable	21.34		815. 23	83.12	133. 86	10.20%	16.4 2%	12.2 7	36.8 0
3431 BLISS RD	Unavailable	14.48		476. 30	93.32	93.3 2	19.59%	19.5 9%	21.0 0	62.9 9
1896 LAPPAN AVE	Unavailable	16.2	6101 .53	566. 85	157.8 5	166. 57	27.85%	29.3 9%	17.6 4	52.9 2
1876 BLOSSOM CRT	Unavailable	15.9		524. 84	173.3 8	199. 42	33.03%	38.0 0%	19.0 5	57.1 6
1873 BLOSSOM CRT	Unavailable	18.3	6892 .64	640. 35	151.9 2	158. 23	23.72%	24.7 1%	15.6 2	46.8 5
1905 LAPPAN AVE	Unavailable	16.76	7022 .06	652. 37	187.7	208. 96	28.77%	32.0 3%	15.3 3	45.9 9
1893 JANE CRT	Unavailable	12.5		1169 .02	244.1 7	277. 92	20.89%	23.7 7%	8.55	25.6 6
1878 JANE CRT	Unavailable	16		525. 69	192.7 7	192. 77	36.67%	36.6 7%	19.0 2	57.0 7
1872 LAPPAN AVE	Unavailable	6.81		315. 95	94.98	100. 07	30.06%	31.6 7%	31.6 5	94.9 5
3458, 3460 WOODWARD BLVD	Unavailable	19.3	6958 .66	646. 48	194.4 9	199. 17	30.08%	30.8 1%	15.4 7	46.4 1
1882 BLOSSOM CRT	Unavailable	12.56		857. 74	280.0 6	317. 03	32.65%	36.9 6%	11.6 6	34.9 8
1879 BLOSSOM CRT	Unavailable	15.86	5358	497. 77	333.7 3	222. 73	67.04%	44.7 5%	20.0 9	60.2 7

1917 LAPPAN AVE	Unavailable	16.75	7022.06	652.37	185.22	190.8	28.39%	29.25%	15.33	45.99
1890 JANE CRT	Unavailable	12.5		1178.50	253.95	259.48	21.55%	22.02%	8.49	25.46
3466, 3468 WOODWARD BLVD	Unavailable	19.29	6859.86	637.30	124.79	131.25	19.58%	20.59%	15.69	47.07
1920 LAPPAN AVE	Unavailable	18.25	6874.27	638.64	67.03	75.25	10.50%	11.78%	15.66	46.97
1884 LAPPAN AVE	Unavailable	15.25	5744.44	533.68	182.56	201.2	34.21%	37.70%	18.74	56.21
1929 LAPPAN AVE	Unavailable	16.81	7047.61	654.74	169.84	169.84	25.94%	25.94%	15.27	45.82
3573 BLISS RD	Unavailable	21.34		804.84	100.41	179.19	12.48%	22.26%	12.42	37.27
1884 JANE CRT	Unavailable	12.56		858.53	189.91	202.81	22.12%	23.62%	11.65	34.94
3474, 3476 WOODWARD BLVD	Unavailable	19.29	6958.86	646.50	199.11	204.16	30.80%	31.58%	15.47	46.40
3453 BLISS RD	Unavailable	20	7210.53	669.88	127.58	157.04	19.05%	23.44%	14.93	44.78
1932 LAPPAN AVE	Unavailable	15.25	5744.44	533.68	177.07	135.85	33.18%	25.46%	18.74	56.21
3482, 3484 WOODWARD BLVD	Unavailable	19.29	6958.86	646.50	159.94	159.94	24.74%	24.74%	15.47	46.40
3565 BLISS RD	Unavailable	21.34	8732.5	811.28	137.71	142.71	16.97%	17.59%	12.33	36.98
1885 BLOSSOM CRT	Unavailable	12.56		821.09	213.41	273.45	25.99%	33.30%	12.18	36.54
3423 BYNG RD	Unavailable	28.96	9500	882.58	134.36	191.78	15.22%	21.73%	11.33	33.99

3430 BLISS RD	Unavailable	15.24	5911	549.15	195.34	209.62	35.57%	38.17%	18.21	54.63
3473 BLISS RD	Unavailable	16		616.10	143.2	164.11	23.24%	26.64%	16.23	48.69
3495 BLISS RD	Unavailable	29.87		1145.55	233.52	240.75	20.38%	21.02%	8.73	26.19
3509 BLISS RD	Unavailable	15.24		582.50	182.34	188.84	31.30%	32.42%	17.17	51.50
3543 BLISS RD	Unavailable	21.34		811.54	75.34	139.76	9.28%	17.22%	12.32	36.97
1888 BLOSSOM CRT	Unavailable	12.33		1173.92	193.49	199.42	16.48%	16.99%	8.52	25.56
3503 BLISS RD (current)	Unavailable	21.3		64.75	128.28	135.8	19.10%	21.13%	14.89	44.66
1891 BLOSSOM CRT	Unavailable	12.45		1158.29	154.38	169.28	13.33%	14.61%	8.63	25.90
3465 BLISS RD	Unavailable	16	6116.25	568.22	269.38	274.53	47.41%	48.31%	17.60	52.80
3434 BLISS RD	Unavailable	10.67	3762.5	349.55	103.75	108.38	29.68%	31.01%	28.61	85.83
3527 BLISS RD	Unavailable	13.72		462.95	94.69	89.52	20.45%	19.34%	21.60	64.80
3481 BLISS RD	Unavailable	23.47		830.16	162.56	190.18	19.58%	22.91%	12.05	36.14
3519 BLISS RD	Unavailable	21.34	8194	761.25	118.79	159.01	15.60%	20.89%	13.14	39.41
3523 BLISS RD	Unavailable	10.67	4105.16	381.38	146.76	146.75	38.48%	38.48%	26.22	78.66
3430 BYNG RD	Unavailable	15.24	5911	549.15	185.54	199.62	33.79%	36.35%	18.21	54.63

3438 BLISS RD	Unavailable	13.72	4837.5	449.42	137.16	145.94	30.52%	32.47%	22.25	66.75
3496 BLISS RD	Unavailable	21.34		698.23	97.53	192.47	13.97%	27.57%	14.32	42.97
3506 BLISS RD	Unavailable	10.66		349.80	110.88	110.88	31.70%	31.70%	28.59	85.76
3435 BYNG RD	Unavailable	27.43	9675	898.84	162.98	264.63	18.13%	29.44%	11.13	33.38
3448 BLISS RD	Unavailable	21.34	7525	699.10	151.32	224.71	21.65%	32.14%	14.30	42.91
3510 BLISS RD	Unavailable	10.67	3763.3	349.62	81.58	90.95	23.33%	26.01%	28.60	85.81
3503 BYNG RD	Unavailable	21.32		672.59	134.75	134.75	20.03%	20.03%	14.87	44.60
3427 TURNER RD	Unavailable	21.34		799.25	156.59	165.5	19.59%	20.71%	12.51	37.54
3434 BYNG RD	Unavailable	27.4	10049.4	933.62	148.69	148.69	15.93%	15.93%	10.71	32.13
3491 BYNG RD	Unavailable	21.34	7525	699.10	73.83	116.3	10.56%	16.64%	14.30	42.91
3480 BLISS RD	Unavailable	21.34	8050	747.87	114.15	198.46	15.26%	26.54%	13.37	40.11
3502 BLISS RD	Unavailable	10.67	4025.94	374.02	108.25	131.88	28.94%	35.26%	26.74	80.21
3514 BLISS RD	Unavailable	16	5512.64	512.14	80.4	142.21	15.70%	27.77%	19.53	58.58
3509 BYNG RD	Unavailable	21.34	7666.52	712.24	235.79	242.41	33.11%	34.03%	14.04	42.12
3519 BYNG RD	Unavailable	42.68	15863.7	1473.79	161.6	365.91	10.96%	24.83%	6.79	20.36

3485 BYNG RD	Unavailable	16	5250	487.74	86.09	93.09	17.65%	19.09%	20.50	61.51
3472 BLISS RD	Unavailable	21.34	8050	747.87	115	149.8	15.38%	20.03%	13.37	40.11
3522 BLISS RD	Unavailable	16	5364.44	498.37	118.1	167.98	23.70%	33.71%	20.07	60.20
3506 BYNG RD	Unavailable	24.38		893.65	87.13	103.95	9.75%	11.63%	11.19	33.57
3456 BLISS RD	Unavailable	21.34	7000	650.32	118.14	187.29	18.17%	28.80%	15.38	46.13
3443 BYNG RD	Unavailable	21.34	7525	699.10	70.56	156.7	10.09%	22.41%	14.30	42.91
3435 TURNER RD	Unavailable	21.34	8960	832.41	104.86	140.3	12.60%	16.85%	12.01	36.04
3446 BYNG RD	Unavailable	21.34	8300.6	771.15	125.99	136.77	16.34%	17.74%	12.97	38.90
3460 BLISS RD	Unavailable	16	5250	487.74	125.71	125.71	25.77%	25.77%	20.50	61.51
3453 BYNG RD	Unavailable	10.67	3500	325.16	106.45	119.26	32.74%	36.68%	30.75	92.26
3461 BYNG RD	Unavailable	26.67		815.07	323.7	323.7	39.71%	39.71%	12.27	36.81
3496 BYNG RD	Unavailable	10.67	4433.1	411.85	126.25	126.25	30.65%	30.65%	24.28	72.84
3477 BYNG RD	Unavailable	26.67	8750	812.90	153.68	202.63	18.91%	24.93%	12.30	36.90
3468 BLISS RD	Unavailable	16	6037	560.86	147.86	155.29	26.36%	27.69%	17.83	53.49
3503 TURNER RD	Unavailable	21.34		788.32	201.19	207.24	25.52%	26.29%	12.69	38.06

3539 BYNG RD	Unavailable	32	1119 9.42	1040 .46	166.0 8	191. 96	15.96%	18.4 5%	9.61	28.8 3
3452 BYNG RD	Unavailable	22.25		757. 95	170.8 1	192. 9	22.54%	25.4 5%	13.1 9	39.5 8
3490 BYNG RD	Unavailable	15.24		569. 96	132.5 5	227. 84	23.26%	39.9 7%	17.5 5	52.6 4
3534 BLISS RD	Unavailable	32.01	1086 5.94	1009 .48	218.7 1	297. 43	21.67%	29.4 6%	9.91	29.7 2
3511 TURNER RD	Unavailable	16.76	6655	618. 27	178.3	187. 39	28.84%	30.3 1%	16.1 7	48.5 2
3514 BYNG RD	Unavailable	28.96		1062 .75	254.5	411. 99	23.95%	38.7 7%	9.41	28.2 3
3549 BYNG RD	Unavailable	21.34	7517 .98	698. 44	162.4 8	185. 95	23.26%	26.6 2%	14.3 2	42.9 5
3469 BYNG RD	Unavailable	16	5250	487. 74	94.13	176. 94	19.30%	36.2 8%	20.5 0	61.5 1
3557 BYNG RD	Unavailable	16	5648 .68	524. 78	96.02	109. 34	18.30%	20.8 4%	19.0 6	57.1 7
3497 TURNER RD	Unavailable	21.34		741. 36	50.46	98.1 6	6.81%	13.2 4%	13.4 9	40.4 7
3480 BYNG RD	Unavailable	24.43	1073 7	997. 50	192.0 6	334. 79	19.25%	33.5 6%	10.0 3	30.0 8
3448 TURNER RD	Unavailable	16	5985	556. 02	95.43	127. 05	17.16%	22.8 5%	17.9 8	53.9 5
3460 BYNG RD	Unavailable	20.42		699. 37	70.42	104. 02	10.07%	14.8 7%	14.3 0	42.9 0
3542 BLISS RD	Unavailable	21.34	7577 .18	703. 94	100.4 4	174. 24	14.27%	24.7 5%	14.2 1	42.6 2
3500 TURNER RD	Unavailable	21.34		788. 04	211.7 1	215. 1	26.87%	27.3 0%	12.6 9	38.0 7

3515 TURNER RD	Unavail- able	15.25	6048 .5	561. 92	172.1 2	178. 19	30.63%	31.7 1%	17.8 0	53.3 9
3565 BYNG RD	Unavail- able	16	5642 .22	524. 18	107.7 7	119. 9	20.56%	22.8 7%	19.0 8	57.2 3
3523 TURNER RD	Unavail- able	10.67	4233 .25	393. 28	91.48	129. 34	23.26%	32.8 9%	25.4 3	76.2 8
3522 BYNG RD	Unavail- able	21.34	7968 .1	740. 26	123.0 6	123. 06	16.62%	16.6 2%	13.5 1	40.5 3
3571 BYNG RD	Unavail- able	12.7		384. 10	87.86	87.8 6	22.87%	22.8 7%	26.0 3	78.1 0
3457 TURNER RD	Unavail- able	26.67	1120 0	1040 .51	118.5 9	161. 05	11.40%	15.4 8%	9.61	28.8 3
3481 TURNER RD	Unavail- able	21.25	8960	832. 41	214.8 9	225. 4	25.82%	27.0 8%	12.0 1	36.0 4
3494 TURNER RD	Unavail- able	20.42		698. 77	126.7 4	146. 11	18.14%	20.9 1%	14.3 1	42.9 3
3548 BLISS RD	Unavail- able	21.34	7530 .89	699. 64	89.61	169. 44	12.81%	24.2 2%	14.2 9	42.8 8
3510 TURNER RD	Unavail- able	10.67	3990	370. 68	133.8 5	140. 54	36.11%	37.9 1%	26.9 8	80.9 3
3575 BYNG RD	Unavail- able	12.33	4344 .52	403. 62	111.9 8	115. 51	27.74%	28.6 2%	24.7 8	74.3 3
3461 WALKER RD	Unavail- able	35.66	1228 5	1141 .31	88.52	88.5 2	7.76%	7.76 %	8.76	26.2 9
3460 TURNER RD	Unavail- able	10.67	4235	393. 44	88.4	91.5 7	22.47%	23.2 7%	25.4 2	76.2 5
3452 TURNER RD	Unavail- able	10.67	3990	370. 68	102.2 9	115. 71	27.59%	31.2 2%	26.9 8	80.9 3
3472 BYNG RD	Unavail- able	21.34		729. 79	137.7 3	145. 99	18.87%	20.0 0%	13.7 0	41.1 1

3503, 3507 WALKER RD	Unavail- able	16	5250	487. 74	77.94	84.2 1	15.98%	17.2 7%	20.5 0	61.5 1
3514 TURNER RD	Unavail- able	19.51	8192	761. 06	95.21	127. 87	12.51%	16.8 0%	13.1 4	39.4 2
3531 TURNER RD	Unavail- able	21.34	7980	741. 37	130.6 5	206. 56	17.62%	27.8 6%	13.4 9	40.4 7
3530 BYNG RD	Unavail- able	10.67	4208 .05	390. 94	133.7 7	133. 77	34.22%	34.2 2%	25.5 8	76.7 4
3581 BYNG RD	Unavail- able	12.28		370. 42	109.0 9	109. 9	29.45%	29.6 7%	27.0 0	80.9 9
3468 TURNER RD	Unavail- able	21.34	8470	786. 89	84.53	124. 68	10.74%	15.8 4%	12.7 1	38.1 2
3473 TURNER RD	Unavail- able	21.34		803. 67	97.73	193. 55	12.16%	24.0 8%	12.4 4	37.3 3
3484 TURNER RD	Unavail- able	22.24		836. 10	136.1 2	221. 98	16.28%	26.5 5%	11.9 6	35.8 8
3491 WALKER RD	Unavail- able	21.34	7700	715. 35	265.9 7	265. 97	37.18%	37.1 8%	13.9 8	41.9 4
3556 BLISS RD	Unavail- able	21.34	7515 .98	698. 26	128.0 4	128. 04	18.34%	18.3 4%	14.3 2	42.9 6
3472 TURNER RD	Unavail- able	21.34	8470	786. 89	104.0 6	131. 32	13.22%	16.6 9%	12.7 1	38.1 2
3465 TURNER RD	Unavail- able	11.28	4218	391. 87	94.53	106. 23	24.12%	27.1 1%	25.5 2	76.5 6
3469 TURNER RD	Unavail- able	10.06	4224	392. 42	92.67	100. 91	23.61%	25.7 1%	25.4 8	76.4 5
3522 TURNER RD	Unavail- able	10.67	5164	479. 75	92.6	98.3 8	19.30%	20.5 1%	20.8 4	62.5 3
3536 BYNG RD	Unavail- able	31.18		1146 .36	280.1	280. 1	24.43%	24.4 3%	8.72	26.1 7

3473 WALKER RD	Unavail- able	21.34	7700	715. 35	80.96	80.9 6	11.32%	11.3 2%	13.9 8	41.9 4
3485 WALKER RD	Unavail- able	10.66	3850	357. 68	55.29	120. 54	15.46%	33.7 0%	27.9 6	83.8 7
3564 BLISS RD	Unavail- able	21.34	7526 .59	699. 24	111.3 1	152. 79	15.92%	21.8 5%	14.3 0	42.9 0
3535 TURNER RD	Unavail- able	10.67	4231 .25	393. 10	183.1	193. 03	46.58%	49.1 1%	25.4 4	76.3 2
3481 WALKER RD	Unavail- able	10.67	3850	357. 68	111.3	162. 24	31.12%	45.3 6%	27.9 6	83.8 7
3526 TURNER RD	Unavail- able	10.67	3990	370. 68	74.24	115. 54	20.03%	31.1 7%	26.9 8	80.9 3
3539 TURNER RD	Unavail- able	10.67	4229 .75	392. 96	94.9	102. 53	24.15%	26.0 9%	25.4 5	76.3 4
3572 BLISS RD	Unavail- able	21.34	7525 .51	699. 14	134.4	199. 01	19.22%	28.4 6%	14.3 0	42.9 1
3530 TURNER RD	Unavail- able	10.67	4235	393. 44	71.87	113. 15	18.27%	28.7 6%	25.4 2	76.2 5
3536 TURNER RD	Unavail- able	10.67	3990	370. 68	149.2 1	149. 21	40.25%	40.2 5%	26.9 8	80.9 3
3546 BYNG RD	Unavail- able	21.34		831. 53	161.8 6	161. 86	19.47%	19.4 7%	12.0 3	36.0 8
3580 BLISS RD	Unavail- able	21.34	8045 .41	747. 44	106.5 7	143. 5	14.26%	19.2 0%	13.3 8	40.1 4
3540 TURNER RD	Unavail- able	10.67	4235	393. 44	143.9 4	152. 42	36.58%	38.7 4%	25.4 2	76.2 5
3543 TURNER RD	Unavail- able	10.67	3990	370. 68	83.03	89.4 3	22.40%	24.1 3%	26.9 8	80.9 3
3544 TURNER RD	Unavail- able	10.67	4235	393. 44	151.8 2	151. 82	38.59%	38.5 9%	25.4 2	76.2 5

3553 TURNER RD	Unavail- able	21.3	7980	741. 37	129.3 1	210. 13	17.44%	28.3 4%	13.4 9	40.4 7
3556 BYNG RD	Unavail- able	16	6335 .17	588. 56	123.8 6	161. 45	21.04%	27.4 3%	16.9 9	50.9 7
3545 WALKER RD	Unavail- able	53.33		1920 .82	906.7 4	913. 42	47.21%	47.5 5%	5.21	15.6 2
3548 TURNER RD	Unavail- able	10.67	3990	370. 68	80.89	90.5 6	21.82%	24.4 3%	26.9 8	80.9 3
3557 TURNER RD	Unavail- able	16	6339 .37	588. 95	78.98	181. 82	13.41%	30.8 7%	16.9 8	50.9 4
3564 BYNG RD	Unavail- able	16		555. 11	166.7 5	172. 45	30.04%	31.0 7%	18.0 1	54.0 4
3565 TURNER RD	Unavail- able	16	5985	556. 02	70.3	118. 1	12.64%	21.2 4%	17.9 8	53.9 5
3572 BYNG RD	Unavail- able	26.66		935. 83	187.7 6	194. 4	20.06%	20.7 7%	10.6 9	32.0 6
3568 TURNER RD	Unavail- able	30.48	1140 0	1059 .09	183.8 8	210. 37	17.36%	19.8 6%	9.44	28.3 3
3569 TURNER RD	Unavail- able	21.34	8919 .4	828. 64	74.43	87.8 8	8.98%	10.6 1%	12.0 7	36.2 0
3582 BYNG RD	Unavail- able	26.67		988. 51	118.6 7	123. 75	12.00%	12.5 2%	10.1 2	30.3 5
3577 TURNER RD	Unavail- able	10.67	4338	403. 01	90.21	137. 84	22.38%	34.2 0%	24.8 1	74.4 4
3556 TURNER RD	Unavail- able	12.19	4560	423. 64	92.93	92.9 3	21.94%	21.9 4%	23.6 1	70.8 2
3451 TURNER RD	Unavail- able	14.38		536. 97	193.4 4	214. 4	36.02%	39.9 3%	18.6 2	55.8 7
3455 BLISS RD	Unavail- able	16.15	6158 .6	572. 15	0	0	0.00%	0.00 %	17.4 8	52.4 3

3549 BLISS RD	Unavail able	16	6551	608.61	209.79	206.78	34.47%	33.98%	16.43	49.29
AVERAGE (164 properties)		19		675.86	149	175	23 %	27 %	16.84	50.53
3503 Byng (proposed)		21.3		674.75	499	499	26.90 %	26.90 %	6.00	6.00

3.0 PROPOSAL AND CONSULTATION

3.1 Development Proposal

The Site is made up of 1 irregular-shaped corner parcel of land, which currently has an existing single detached dwelling.

A portion of the alley at the rear of the Site has recently been purchased by the Applicant and has merged with the subject lands.

The Applicant is proposing to develop the Site for residential use.

It is proposed to demolish the existing dwelling and construct a new 2-storey (with basement) multiple dwelling with a total of 6 residential dwelling units.

A concept plan has been prepared (see Figure 2a – Concept Plan).

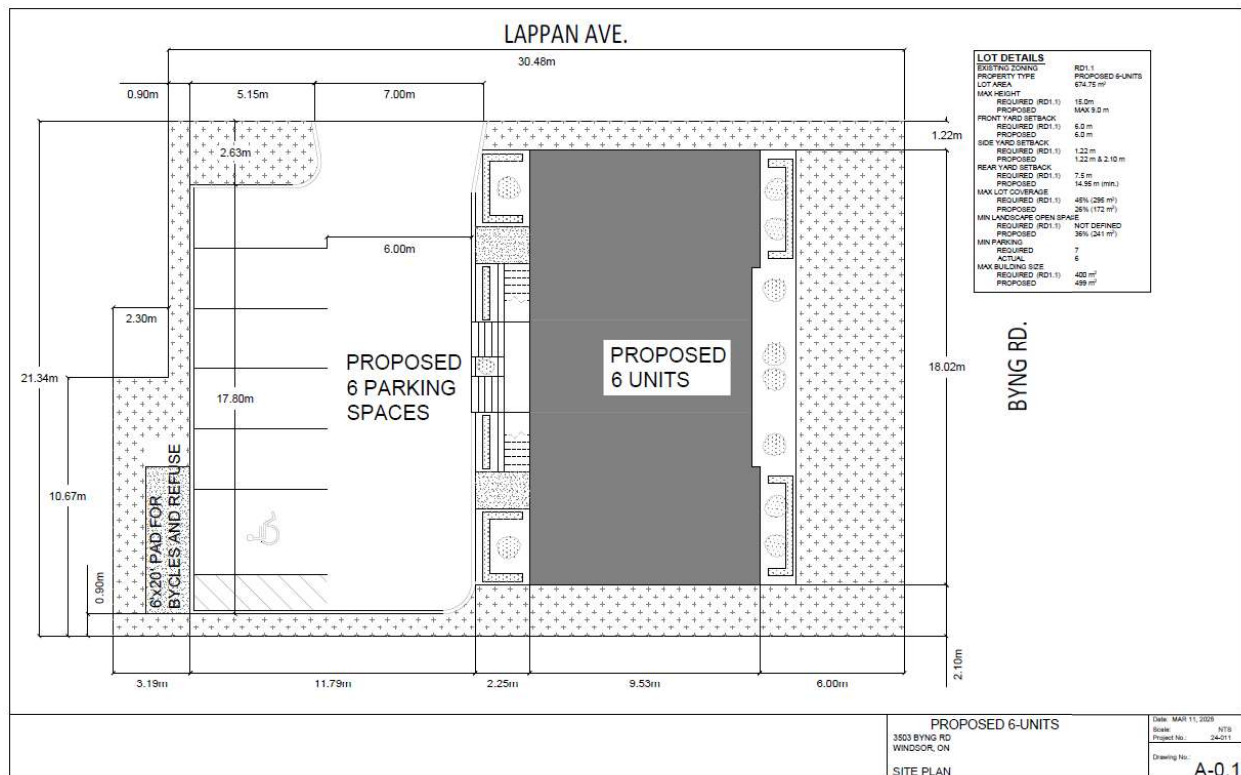


Figure 2a – Concept Plan

The concept plan illustrates the proposed lot layout.

The proposed dwelling will face Byng Road.

A rendering has been prepared (see Figure 2b – Elevations).

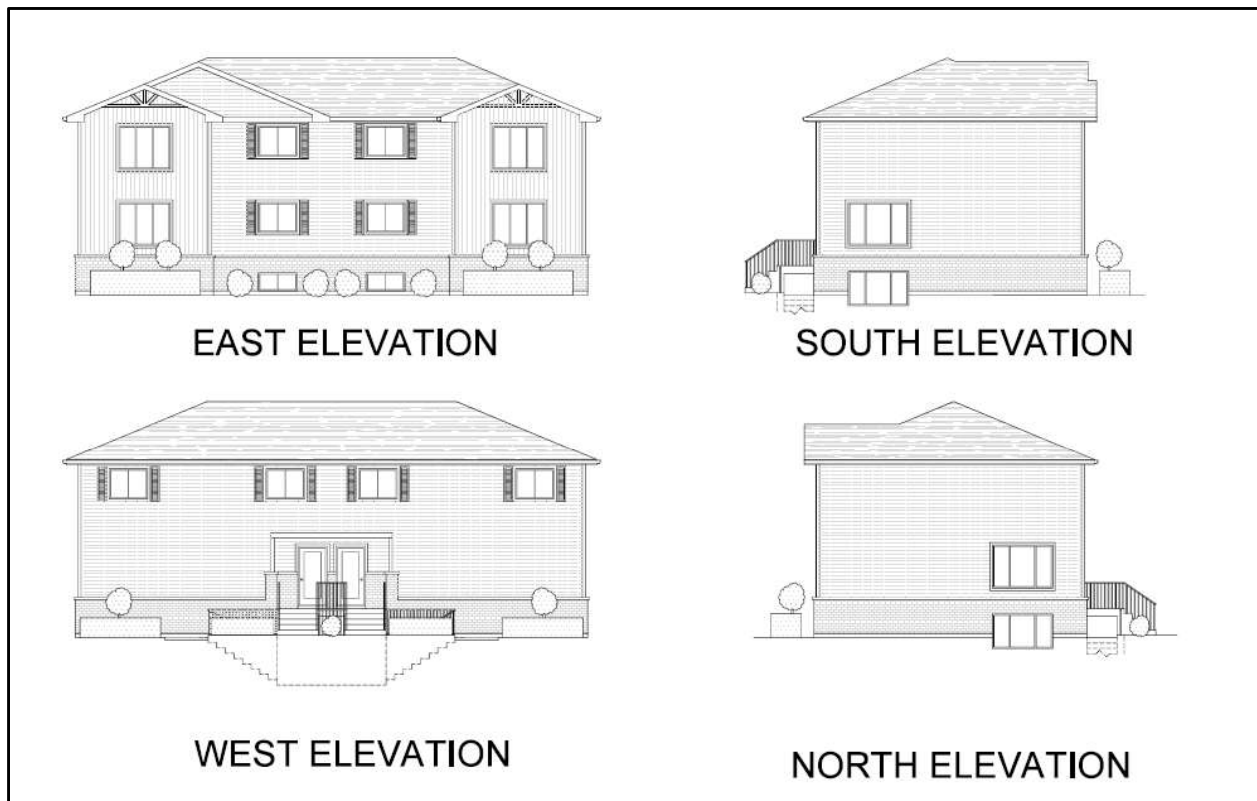


Figure 2b – Elevations

The elevations illustrate the proposed dwelling from ground level.

Based on the area of the Site (0.067 ha) and the number of proposed units (6), the proposed development will result in a gross density of 89.55 units per hectare (uph).

Tenure of the units will be rental.

On site parking for 6 spaces is proposed to be located at the rear of the proposed building with access from Lappan Ave.

The Site will be professionally landscaped.

Amenity space is proposed.

The proposed development will be serviced by full municipal infrastructure, including water, storm and sanitary sewer.

3.2 Public Consultation Strategy

The Planning Act requires that the Applicant submit a proposed strategy for public consultation with respect to an application as part of the complete application requirements.

As part of a public consultation strategy, in addition to the statutory public meeting, an informal in person and electronic public open house was held with area residents and property owners on December 16, 2024, from 6:00 pm to 7:00 pm at St. David and St. Mark Church, 3401 Byng Road, Windsor and via Zoom.

The open house provided members of the public with opportunities to review and comment on the proposed development.

A total of 213 owners and tenants were notified, which represents a 200 m radius from the Site.

In addition to the Applicant, Applicant representative and City Staff, 29 residents signed in and 1 person registered to be online.

Phone or email comments were also received.

The following is a summary of the comments and questions received, along with the responses provided.

Topic Item	Comments and Questions	Response
Parking	1.25 parking spaces are required and should be provided. Why only 6 spots? There should be 12 parking spaces. There will be exhaust fumes from the cars in the parking area.	A parking study will be prepared. A reduction in parking is proposed.
Density	There could be 36 people living in the building. How do you control the number of people? The Site should stay a single detached dwelling. The density is too high. How many bedrooms are in each unit?	A reduction in parking is one way to control the number of people. 2 bedrooms in each unit are proposed. The density is appropriate for the size of the subject property.

Topic Item	Comments and Questions	Response
Affordability and Tenure	Are these rentals? Low rent is discouraged. They are not good people. This will be built of low quality. This will not be affordable. Condo would not be supported. Will this be used for refugees?	We cannot zone for the type of people. Tenure is proposed to be rental. The dwelling will comply with the Ontario Building Code (OBC).
Need, Use and Location	The Province needs to stay out of this. We will fight the Province on the ADU regulations. Build someplace else. This is in the middle of a neighbourhood. This is a family neighbourhood. Cabana would be a better location. There are other lots elsewhere sitting vacant. Not in my backyard, go somewhere else. Make this a parking lot instead. This will set precedence and then all lots will automatically get re-zoned.	This is a site specific ZBA application and does not impact other lots. Decisions are based on a case-by-case assessment. There is a need for more housing, as set out in the new PPS.
Setbacks	The City is going to take land for the road, making the Site smaller.	The City will inform the Applicant if any road widening is required.
Sewers	The City needs to upgrade the sewers.	The required support studies will be provided to review capacity.
Traffic	It is bad now.	A traffic study is not warranted for this type of development.

Topic Item	Comments and Questions	Response
	There are speeders and people will take shortcuts. The Day Care creates issues. This development will make is worse. Roads need to be improved.	
Safety	There are school buses in the area. Children are at risk. There is already a lot of police in the area.	The proposed development will not have any negative impact on the safety of the area.
Height	The proposed height is too high.	It is proposed that the height of the proposed building will be limited to that of a 2-storey single detached dwelling.
Building Type	A duplex or a semi would be better. Two single detached dwellings will be better.	With an ADU, the total unit count would be 6, which is the same number of units being proposed.
Sidewalks	There are no sidewalks.	It will be the responsibility of the City to install new sidewalks.
Property Value	Will this decrease the value of our homes? If so, people will leave and sell their homes.	Property values could either increase or decrease.
Property Management	Who will take care of the Site? 311 does not work.	A property management company will take care of grass cutting, garbage and maintenance. Neighbours also have the option to call the City of Windsor 311 if there are concerns.
Fencing	Will there be fencing?	This will be reviewed when obtaining a building permit.

4.0 PROPOSED APPLICATION AND STUDIES

Stage 1 pre-consultation (City File PC-094/24) was completed by the Applicant. Comments dated October 21, 2024, were received and have been incorporated into the proposed application.

Stage 2 pre-submission (City File PC-036/25) was completed by the Applicant. Comments dated July 30, 2025, were received and have been incorporated into the proposed application.

The required application and support studies were identified.

The following is a summary of the purpose of the required applications and the support studies.

4.1 Zoning By-law Amendment

A site specific application for Zoning By-law Amendment (ZBA) is required in order to permit the proposed development.

The Site is currently zoned "Residential District 1.1 (RD1.1)" on Map 12 of the City of Windsor Zoning By-Law 8600.

It is proposed to rezone the Site to a site-specific Residential District 3.1 (RD 3.1- S.20(1)XXX) category to permit the proposed multiple dwelling with six (6) residential units.

All RD3.1 zone provisions shall comply with the exception of certain requirements which require relief.

Further analysis and additional information are provided in Section 5.1.4 of this PRR.

4.2 Other Application

Prior to any construction, the proposed development will require a building permit.

4.3 Supporting Studies

The following supporting studies have been completed as part of this PRR in support of the application for the zoning amendment.

4.3.1 Noise

An Airport Noise Impact Study was prepared by JJ Acoustic Engineering Ltd., dated November 19, 2024.

The purpose of the report is to determine if any potential environmental noise impact from airport traffic noise is significant.

It was concluded that the potential environmental impact of air traffic noise sources is significant.

Mitigation measures will be required including ventilation requirements, noise warning clauses and special building components.

It was recommended that the proposed development would need the following:

- warning clause,
- provision of air conditioning, and
- a requirement for higher STC ratings for the roof assembly, exterior walls and window glazing for the development of the multiple dwelling.

4.3.2 Parking

A Parking Justification Report was prepared by BairdAE, Architecture and Engineer, dated December 18, 2024.

The purpose of the report is to assess the impact of reducing parking for the proposed development.

It was concluded that the provided and available parking spaces for the proposed development are more than the required spaces needed based on the projected parking requirements.

Additionally, a transit route is located close to the proposed development, promoting the use of transit and reducing vehicle dependency.

4.3.3 Services

A Functional Servicing Report (FSR) was prepared by BairdAE, Architecture and Engineer, dated December 18, 2024, and further revised on May 8, 2025.

The purpose of the report is to assess stormwater management quantity and quality control, along with storm, sanitary and water connection requirements to accommodate the construction of a new development.

It was concluded that the proposed development can be accommodated using existing municipal services.

4.3.4 Climate Change and Energy Study

The purpose of a study regarding Climate Change or Energy is to evaluate how the proposed development could alter the climate by impacting shadow and sunlight penetration.

A study is not required as no increase in the maximum main building height is proposed.

5.0 PLANNING ANALYSIS

5.1 Policy and Regulatory Overview

5.1.1 Provincial Planning Statement

The Provincial Planning Statement, 2024 (PPS) provides policy direction on matters of provincial interest related to land use planning and development.

The PPS was issued under Section 3 of the *Planning Act* and came into effect on October 20, 2024.

Decisions affecting planning matters shall be consistent with policy statements issued under the Act.

The following provides a summary of the key policy considerations of the PPS as they relate to the proposed development.

PPS Policy #	Policy	Response
Chapter 1 - Vision	Ontario will increase the supply and mix of housing options, addressing the full range of housing affordability needs. Every community will build homes that respond to changing market needs and local demand. Providing a sufficient supply with the necessary mix of housing options will support a diverse and growing population and workforce, now and for many years to come.	The proposed development provides more housing, which is an important part of the vision for the Province.
Chapter 2.1.4 – Buildings Homes, Sustaining Strong and Competitive Communities	To provide for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents of the regional market area, planning authorities shall: a) maintain at all times the ability to accommodate residential growth for a	The proposed development will help provide for a mix of housing options and densities in an existing built up area. Housing will help to meet the needs of the City. Full municipal services are available.

PPS Policy #	Policy	Response
	minimum of 15 years through lands which are designated and available for residential development; and b) maintain at all times where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned, including units in draft approved or registered plans.	
2.1.6	Planning authorities should support the achievement of complete communities by: a) accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses (including schools and associated child care facilities, longterm care facilities, places of worship and cemeteries), recreation, parks and open space, and other uses to meet long-term needs; b) improving accessibility for people of all ages and abilities by addressing land use barriers which restrict their full participation in society;	The proposed development is consistent with the policy to achieve complete communities as the Site is located near local amenities. The proposed development will provide a new housing option in an existing neighbourhood. The Site has access to transportation options, public service facilities, other institutional uses, and parks. Accessibility of the units will be addressed at the time of a building permit.
2.2.1 - Housing	Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected needs of current and future residents of the regional market area by: a) establishing and implementing minimum targets for the provision of	The proposed development is a new housing choice for the neighbourhood. The proposed development supports the City's targets for providing new housing. The needs of the residents can be accommodated as the

PPS Policy #	Policy	Response
	housing that is affordable to low and moderate income households, and coordinating land use planning and planning for housing with Service Managers to address the full range of housing options including affordable housing needs; b) permitting and facilitating: 1. all housing options required to meet the social, health, economic and wellbeing requirements of current and future residents, including additional needs housing and needs arising from demographic changes and employment opportunities; and 2. all types of residential intensification, including the development and redevelopment of underutilized commercial and institutional sites (e.g., shopping malls and plazas) for residential use, development and introduction of new housing options within previously developed areas, and redevelopment, which results in a net increase in residential units in accordance with policy 2.3.1.3; c) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation; and d) requiring transit-supportive development and prioritizing intensification, including potential air rights	Site is located near local amenities. The Site offers an opportunity for intensification and infilling. The proposed density is appropriate for the Site. Within 200 m of the Site, there is a variety of housing types. The proposed 6 unit multiple dwelling is compatible with and appropriate for the area. See a detailed analysis of density provided in Section 2.3 of this PRR. Residents will have access to nearby transit.

PPS Policy #	Policy	Response
	development, in proximity to transit, including corridors and stations.	
2.31.1 – Settlement Area	Settlement areas shall be the focus of growth and development. Within settlement areas, growth should be focused in, where applicable, strategic growth areas, including major transit station areas.	The Site is located in an existing settlement area of the City of Windsor, where development is encouraged. The Site has always been intended for residential use, as set out in the City OP.
2.3.1.2	Land use patterns within settlement areas should be based on densities and a mix of land uses which: a) efficiently use land and resources; b) optimize existing and planned infrastructure and public service facilities; c) support active transportation; d) are transit-supportive, as appropriate	The total density of the proposed development is considered appropriate. See a detailed analysis of density provided in Section 2.3 of this PRR. The Site offers an opportunity for infilling by creating new residential dwelling units. The proposed height and massing of the dwellings will blend with the existing residential uses in the area. The Site is a corner lot, which makes infilling and intensification appropriate. Residents will have immediate access to shopping, employment, transit, active transportation, recreational areas and institutional uses. Transit is available for the area. Active transportation is available in the area.

PPS Policy #	Policy	Response
		The City will have the opportunity to build sidewalks in the future.
2.3.1.3	Planning authorities shall support general intensification and redevelopment to support the achievement of complete communities, including by planning for a range and mix of housing options and prioritizing planning and investment in the necessary infrastructure and public service facilities.	The proposed development provides an infill opportunity for an existing parcel of land. The Site was always intended for residential development. The design of the proposed development has provided a compact form. The Site could be developed with a semi-detached dwelling with additional dwelling units (ADU); however, a multiple dwelling is a more appropriate style of housing for the Site.
2.3.1.4	Planning authorities shall establish and implement minimum targets for intensification and redevelopment within built-up areas, based on local conditions.	The City has established targets. The proposed development will assist in meeting those targets as the Site is located in an existing built-up area and will add new residential housing.
2.3.1.6	Planning authorities should establish and implement phasing policies, where appropriate, to ensure that development within designated growth areas is orderly and aligns with the timely provision of the infrastructure and public service facilities.	The Site has access to existing infrastructure and nearby public service facilities.
Chapter 3.1.1 – Infrastructure and Facilities	Infrastructure and public service facilities shall be provided in an efficient manner while accommodating projected needs.	The proposed development has access to full municipal services.

PPS Policy #	Policy	Response
		There are nearby public service facilities.
3.3.3 - Transportation	Planning authorities shall not permit development in planned corridors that could preclude or negatively affect the use of the corridor for the purpose(s) for which it was identified.	The proposed development will not have a negative impact on nearby transportation and infrastructure corridors.
3.6.2	Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas to support protection of the environment and minimize potential risks to human health and safety. For clarity, municipal sewage services and municipal water services include both centralized servicing systems and decentralized servicing systems.	The proposed development will be serviced by municipal sewer, water and storm, which is the preferred form of servicing for settlement areas. An FSR has been provided and summarized in Section 4.3.3 of this PRR.
4.1.1 – Natural Heritage	Natural features and areas shall be protected for the long term.	There are no natural heritage features that impact the Site.
4.2 - Water	Planning authorities shall protect, improve or restore the quality and quantity of water by: b) minimizing potential negative impacts, including cross-jurisdictional and cross-watershed impacts;	An FSR has been provided and summarized in Section 4.3.3 of this PRR.
Chapter 5.1.1 – Protecting Public Health and Safety	Development shall be directed away from areas of natural or human-made hazards where there is an unacceptable risk to public health or safety or of property damage, and not create new or aggravate existing hazards.	There are no natural or human-made hazards that apply to this Site. There is no risk to the public. The Site is outside the ERCA regulated area.

Therefore, the proposed development is consistent with the PPS.

5.1.2 Official Plan

The City of Windsor Official Plan (OP) was adopted by Council on October 25, 1999, approved in part by the Ministry of Municipal Affairs and Housing (MMAH) on March 28, 2000, and the remainder approved by the Ontario Municipal Board (OMB) on November 1, 2002. Office consolidation version is dated September 7, 2012.

The OP implements the PPS and establishes a policy framework to guide land use planning decisions related to development and the provision of infrastructure and community services throughout the City.

The lands are designated "Residential" according to Schedule "D – "Land Use" attached to the OP for the City of Windsor (see Figure 4 –OP).

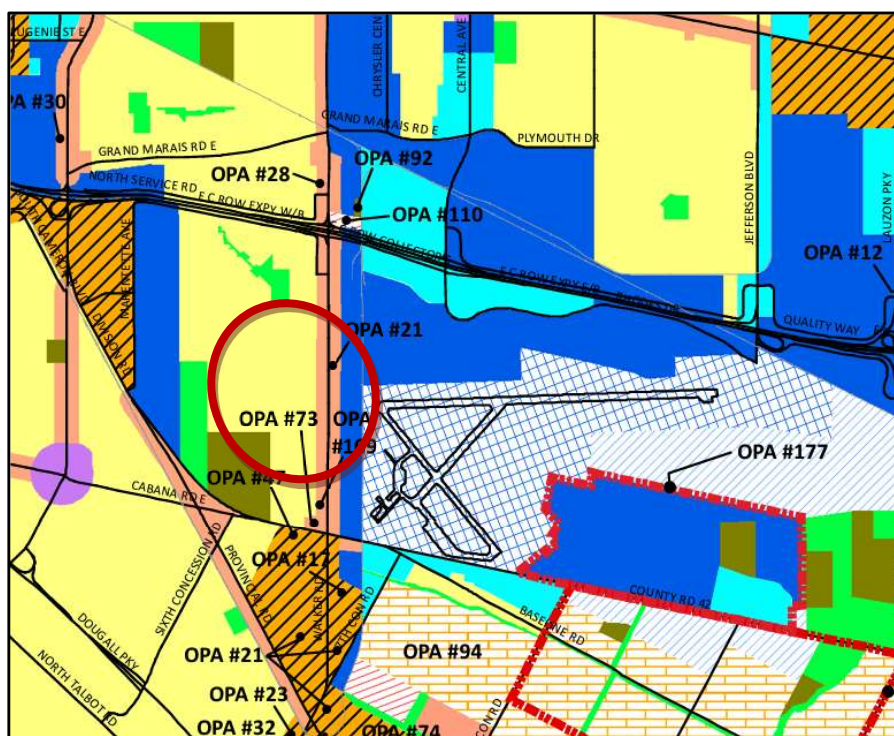


Figure 4 –OP

The Site is also subject to the following:

- Schedule 'C' – Development Constraint – Airport Operating Area and Noise Exposure Forecast above 30
- Schedule 'C-1' - Archaeological Potential – Low Potential

The following provides a summary of the key policy considerations of the OP as it relates to the proposed development.

OP Policy #	Policy	Response
3.2.1.2 – Housing Variety	Encouraging a range of housing types will ensure that people have an opportunity to live in their neighbourhoods as they pass through the various stages of their lives.	The proposed residential development supports one of the City's overall development strategies of providing for a range of housing types. The proposed development is close to transit and local amenities.
3.3.3 - Neighbourhoods	Neighbourhoods are the most basic component of Windsor's urban structure and occupy the greatest proportion of the City. Neighbourhoods are stable, low-to-medium-density residential areas and are comprised of local streets, parks, open spaces, schools, minor institutions and neighbourhood and convenience scale retail services. The three dominant types of dwellings in Windsor's neighbourhoods are single detached, semi-detached and townhouses. The density range for Windsor's neighbourhoods is between 20 to 35 units per net hectare. This density range provides for low and some medium-density intensification to occur in existing neighbourhoods. Multiple dwelling buildings with medium and high-densities are encouraged at	The proposed residential development is in an existing built-up area of the City. The proposed residential dwelling units will blend with the surrounding area. The Site offers appropriate infilling within the existing settlement area. The area has access to nearby amenities, such as public spaces, commercial nodes, and recreational activities. The proposed density offers an opportunity to efficiently use municipal infrastructure. See a detailed analysis of density provided in Section 2.3 of this PRR. The Site will provide for more housing in an existing built-up area.

OP Policy #	Policy	Response
	nodes identified in the Urban Structure Plan.	
4.0 – Healthy Community	The implementing healthy community policies are interwoven throughout the remainder of the Plan, particularly within the Environment, Land Use, Infrastructure and Urban Design chapters, to ensure their consideration and application as a part of the planning process.	The proposed development will support the City's goal of promoting a healthy community (live, work and play). The proposed development is close to nearby transit, employment, shopping, local/regional amenities, and parks.
6.0 - Preamble	A healthy and livable city is one in which people can enjoy a vibrant economy and a sustainable healthy environment in safe, caring and diverse neighbourhoods. In order to ensure that Windsor is such a city, Council will manage development through an approach which balances environmental, social and economic considerations.	The proposed development supports the policy set out in the OP as it is suited for the residential needs of the City.
6.1 - Goals	In keeping with the Strategic Directions, Council's land use goals are to achieve: 6.1.1 Safe, caring and diverse neighbourhoods. 6.1.3 Housing suited to the needs of Windsor's residents. 6.1.10 Pedestrian oriented clusters of residential, commercial, employment and institutional uses. 6.1.14 To direct residential intensification to those areas of the City where transportation, municipal	The proposed development supports the goals set out in the OP as it provides for housing that is suited to residents in this area of Windsor and is close to employment and schooling opportunities. The City does have the opportunity to build sidewalks in the future. Full municipal services are available to support infilling and intensification of the Site.

OP Policy #	Policy	Response
	services, community facilities and goods and services are readily available.	
6.2.1.2 – Types of Development Profile	For the purpose of this Plan, Development Profile refers to the height of a building or structure. Accordingly, the following Development Profiles apply to all land use designations on Schedule D: Land Use unless specifically provided elsewhere in this Plan: (a) Low Profile developments are buildings or structures generally no greater than three (3) storeys in height; (b) Medium Profile developments are buildings or structures generally no greater than six (6) storeys in height; and (c) High Profile developments are buildings or structures generally no greater than fourteen (14) storeys in height.	The proposed development of the residential dwelling units is considered a low-profile building. The proposed height is 9.0 m.
6.3.1.1 - Residential	To support a complementary range of housing forms and tenures in all neighbourhoods.	The proposed development provides for a new housing choice in an existing built-up area. The proposed development will blend with the built form of the neighbourhood.
6.3.1.2	To promote compact neighbourhoods which encourage a balanced transportation system.	The existing neighbourhood has access to transportation options, including transit.
6.3.1.3 – Intensification Infill & Redevelopment	To promote residential redevelopment, infill and intensification initiatives in locations in accordance with this plan.	The Site provides an opportunity for infilling within an existing built-up area and will connect existing neighbourhoods.

OP Policy #	Policy	Response
6.3.2.1 – Permitted Uses	Uses permitted in the Residential land use designation identified on Schedule D: Land Use include Low Profile , and Medium Profile dwelling units. High Profile Residential Buildings shall be directed to locate in the City Centre, Mixed Use Centres and Mixed Use Corridors.	It is proposed to construct a multiple dwelling, which is a permitted low profile use.
6.3.2.3 – Type of Low Profile Housing	For the purposes of this Plan, Low Profile housing development is further classified as follows: (a) small scale forms: single detached, semi-detached, duplex and row and multiplexes with up to 8 units; and (b) large scale forms: buildings with more than 8 units.	The proposed development is considered small scale. A total of 6 residential units are proposed. The Site could be developed with a semi-detached dwelling with additional dwelling units (ADU), however a multiple dwelling is a more appropriate style of housing for the Site.
6.3.2.4 - Location	Residential intensification shall be directed to the Mixed Use Nodes and areas in proximity to those Nodes. Within these areas Medium Profile buildings, up to four (4) storeys in height shall be permitted. These taller buildings shall be designed to provide a transition in height and massing from low-profile areas. New residential development and intensification shall be located where: (a) There is access to a collector or arterial road; (b) Full municipal physical services can be provided; (c) Adequate community services and open spaces are available or are planned; and (d) Public	The Site has access to major transportation networks. Full municipal services are available. Access to transit is available with bus stops nearby.

OP Policy #	Policy	Response
	transportation service can be provided.	
6.3.2.5 - Evaluation	At the time of submission, the proponent shall demonstrate to the satisfaction of the Municipality that a proposed residential development within an area having a Neighbourhood development pattern is: (a) feasible having regard to the other provisions of this Plan, provincial legislation, policies and appropriate guidelines and support studies for uses: (i) within or adjacent to any area identified on Schedule C: Development Constraint Areas and described in the Environment chapter of this Plan; (ii) adjacent to sources of nuisance, such as noise, odour, vibration and dust; (iii) within a site of potential or known contamination; (iv) where traffic generation and distribution is a provincial or municipal concern; (v) and adjacent to heritage resources. (b) in keeping with the goals, objectives and policies of any secondary plan or guideline plan affecting the surrounding area; (c) In existing neighbourhoods, compatible with the surrounding area in terms of scale, massing, height, siting, orientation, setbacks, parking and amenity areas. In Mature Neighbourhoods as shown on Schedule A-1, compatible with the surrounding area, as noted above, and consistent with the streetscape, architectural style	This PRR has addressed provincial legislation in Section 5.1.1. There are no constraints that impact the Site. A noise study has been completed. There are no nuisances. There is no contamination. Traffic generated from the proposed development is not expected to have any negative impact. There are no heritage resources. The proposed development is in keeping with policies and plans. There are no secondary plans that impact the Site. The proposed development is compatible with the area as it is in keeping with the character of the existing neighbourhood. There are many different lot areas and lot frontages in the area. See a detailed analysis of density provided in Section 2.3 of this PRR. The proposed height of the buildings will be kept low

OP Policy #	Policy	Response
	and materials, landscape character and setback between the buildings and streets; (d) provided with adequate off street parking; (e) capable of being provided with full municipal physical services and emergency services; and (f) facilitation a gradual transition from Low Profile residential development to Medium and/or High Profile development and vice versa, where appropriate, in accordance with Design Guidelines approved by Council.	profile, similar to the existing dwellings in the area. The massing of the development will fit well on the size of the existing lot. The Site is not in a mature neighbourhood as shown on Schedule A-1 of the OP. Off street parking is provided and the proposed reduction is not anticipated to have any negative impacts. A parking study has been completed to address the reduction in proposed parking spaces. Full municipal services are available. The proposed development will be professionally designed. The City of Windsor intensification guidelines will be followed. All RD3.1 zone provisions shall comply with the exception of certain provisions. Justification is provided in Section 5.1.4 of this PRR.
7.0 - Infrastructure	The provision of proper infrastructure provides a safe, healthy and efficient living environment. In order to accommodate transportation and physical service needs in Windsor, Council is committed	The Site is close to nearby transit, has access to major transportation networks and can be serviced with full municipal services.

OP Policy #	Policy	Response
	to ensuring that infrastructure is provided in a sustainable, orderly and coordinated fashion.	There will be no negative impacts on the municipal system, and it will not add to the capacity in a significant way.
7.2.10.2 - Airport	Council shall protect the Windsor Airport from incompatible development. Accordingly, all proponents of development within the Airport Operating Area designated on Schedule 'C': Development Constraint Areas shall be subject to the following: (a) New sensitive land uses shall not be permitted in areas above 30 NEP/NEF as set out on maps approved by Transport Canada; (b) Redevelopment of existing sensitive land uses may only be considered above 30 NEF/NEP provided the proponent successfully completes a noise study to: (i) Support the feasibility of the proposal; (ii) Identify and implement appropriate mitigation measures (refer to Procedures chapter); (c) Redevelopment of existing residential uses and other sensitive land use in areas above 30 NEF/NEP may only be considered if it has been demonstrated that there will be no negative impacts on the long-term function of the airport; (d) Land uses which may cause a potential aviation safety hazard are discouraged; (e) Other land uses may be permitted within the Airport Operating Area	A noise study has been completed and summarized in Section 4.3.1 of this PRR. No concerns were identified with the implementation of mitigation measures.

OP Policy #	Policy	Response
	provided the proponent completes a noise study to support the feasibility of the proposal and, if feasible identify and implement appropriate mitigation measures.	
9.1.1 – Heritage Conservation	The identification, recognition, protection, conservation, enhancement and proper management of heritage resources.	The Site is considered low potential. No support studies were required.

Therefore, the proposed development conforms to the purpose and intent of the City of Windsor OP, and no amendment is required.

5.1.3 Windsor Intensification Guidelines

The City of Windsor Intensification Guidelines were approved in June 2022.

The document is guided by the community vision articulated in the OP, and building on the principles of ‘compatible’ development. The objective of the guidelines is to provide direction for the design of future uses that respect the unique character of Windsor’s neighbourhoods.

The following provides a summary of the key policy considerations of the guidelines as it relates to the proposed development.

Guideline Policy #	Policy	Response
1.7 – Compatible Development	“Compatible Development” is an overarching principle of good planning, applicable throughout the City of Windsor, and its definition needs to be clearly understood, and applied in different ways, in different contexts throughout the City.	The proposed development is compatible with its surroundings. There are many different lot areas and lot frontages in the neighbourhood. The Site is a corner lot, which makes infilling and intensification appropriate. The OP encourages a mix of densities and types of housing in an existing neighbourhood.

Guideline Policy #	Policy	Response
		The Site only impacts 2 abutting properties. There is no safety, privacy or shadowing impacts on abutting properties.
2.1 – Stable Neighbourhood	Achieving compatibility in Stable Neighbourhoods is not about replicating the existing form or reproducing architectural styles or details of nearby buildings. Rather, the focus is to direct how new development can be designed to maintain and preserve neighbourhood character. New development in Stable Neighbourhoods should be designed to respond to the basic neighbourhood patterns and reoccurring characteristics, such as lot patterns; placement and orientation; scale, height, and massing of dwellings; existing vegetation; topography; and other common or distinctive elements.	The proposed development can be designed to maintain and preserve the neighborhood's character. The building can be placed close to the intersecting creating additional setbacks from the abutting properties. The height can be limited to 9.0 m. Buffering and screening in the form of landscaping and fencing can be provided around the proposed parking area. The Site is flat, making it conducive to vehicle access and maneuvering.
	Architecture - Architectural styles, in some cases vary dramatically, while in other neighbourhoods, convey consistency. While a rigorous adherence to a particular form or style is neither desirable nor realistic there are key elements of all building designs that can be used to ensure that different forms and styles can coexist alongside one another in a compatible and complementary manner;	The final design of the proposed multiple dwelling will be completed as part of the required building permit. The density is appropriate, and the lot coverage is low.

Guideline Policy #	Policy	Response
	Lot Size/Frontage - Streets that display the most diversity in terms of lot size and street frontage are not necessarily negative in terms of community character. Varying lot sizes and frontages can accommodate a diversity of housing types and built forms. To support this variety and diversity as a positive attribute, it is important to ensure that the development is appropriate for the site and within the context of the surrounding built form;	The lot size and frontage are appropriate for the proposed development. No new lot is being created. Minor relief from the RD3.1 zone provisions is required.
	Setbacks - Front and side yard setbacks are character giving elements within these neighbourhoods that establish both the building's relationship with the street, and the visual separation between buildings. Consistency in building setbacks, regardless of built form, is a key character giving element of any street;	All setbacks will be evaluated as part of the ZBA and justified in Section 5.1.4 of this PRR.
	Parking - Dealing with the issue of parking is often a flashpoint in the conversation about residential intensification. Parking must be appropriately accommodated on the site of any specific residential development, and that parking supply may be augmented by onstreet parking, or in parking spaces provided in communal facilities. A lack of parking supply, with too much reliance on on-street parking has a significant negative impact on community	Parking is proposed to be located at the rear of the Site. All setbacks will be evaluated as part of the ZBA and justified in Section 5.1.4 of this PRR.

Guideline Policy #	Policy	Response
	character and may impact the functional operation of the street network.	

Therefore, the proposed development is in keeping with the City of Windsor guidelines.

5.1.4 Zoning By-law

The City of Windsor Zoning By-law (ZBL) #8600 was passed by Council on July 8, 2002, and then a further Ontario Municipal Board (OMB) decision was issued on January 14, 2003.

A ZBL implements the PPS and the City OP by regulating the specific use of property and providing for its day-to-day administration.

The Site is currently zoned "Residential District 1.1 (RD1.1)" on Map 12 of the City of Windsor Zoning By-Law 8600 (see Figure 5 – ZBL).



Figure 5 – ZBL

It is proposed to rezone the Site to a site-specific Residential District 3.1 (RD 3.1- S.20(1)XXX) category to permit the proposed multiple dwelling with six (6) residential units.

MULTIPLE DWELLING means one dwelling containing a minimum of three dwelling units. A double duplex dwelling, semi-detached dwelling, stacked dwelling, or townhome dwelling is not a multiple dwelling.

A review of the RD3.1 zone provisions, as set out in Sections 12.1 of the ZBL, are as follows:

Zone Regulations	Required RD3.1	Proposed	Compliance and/or Relief Requested with Justification
Permitted Uses	Double Duplex Dwelling Duplex Dwelling Lodging House Multiple Dwelling Religious Residence Residential Care Facility Semi-Detached Dwelling Single Unit Dwelling (Existing) Townhome Dwelling Any use accessory to any of the preceding uses	Multiple Dwelling with 6 units	Complies, subject to the approved ZBA
Minimum Lot Frontage	18.0 m	21.34 m (along Byng Rd)	Complies
Minimum Lot Area	For a corner lot having a minimum frontage of 30.0 m on each of the exterior lot lines: a) For the first 5 dwelling units - 540.0 m ²	674.75 m ²	Relief is requested. The proposed development is appropriate for the Site. The proposed lot coverage is low.

Zone Regulations	Required RD3.1	Proposed	Compliance and/or Relief Requested with Justification
	b) For each additional dwelling unit - 67.0 m ² per unit For any other lot: c) For the first 4 dwelling units - 540.0 m ² d) For each additional dwelling unit - 85.0 m ² per unit TOTAL = 540.0 + 170 = 710 m²		
Maximum Lot Coverage	35.0%	26 %	Complies
Maximum Main Building Height	Corner - 14.0 m	9.0 m	Complies
Minimum Front Yard Depth	6.0 m	6.0 m (Byng Rd)	Complies
Minimum Rear Yard Depth	7.50 m	14.95 m	Complies
Minimum Side Yard Width	a) Where a habitable room window of any dwelling unit faces a side lot line – 6.0 m	side – 1.22 m proposed side - 2.10 m proposed (1.22 m requested)	Relief is required for both sides of the proposed dwelling. The setback in the current RD1.1 zone is only 1.20 m.

Zone Regulations	Required RD3.1	Proposed	Compliance and/or Relief Requested with Justification
	b) Any other side yard - 3.0 m		Relief will allow flexibility in the final building design and location on the Site. The building will be located close to the intersection and will provide for the appropriate site visibility triangle. There are windows on the side of the proposed dwelling.
5.15.5 – Corner Lot	On a corner lot, any part of any building or structure shall have a minimum separation of 6.0 m from the point of intersection of any two streets unless: .1 .2 that part of the building or structure is elevated a minimum of 2.20 m above grade; that part of the building or structure consists exclusively of not more than one structural support column having a maximum outside diameter of 1.0 m and a minimum	TBD	Shall Comply

Zone Regulations	Required RD3.1	Proposed	Compliance and/or Relief Requested with Justification
	height of 2.20 m above grade.		
Minimum Landscaped Open Space	35.0 % of lot area	36 % (241 m2)	Complies
Minimum Parking Requirements 24.20.5.1	Multiple Dwelling containing a minimum of 5 Dwelling units - 1.25 for each dwelling unit Total 6 x 1.25 = 7.5 (7 rounded down)	6	Relief required A reduction of 1 parking space is requested. A Parking Study has been prepared and summarized in Section 4.3.2 of this PRR. One parking space is provided for each proposed residential unit. The proposed reduction will not have any impact. The Site is close to transit, active transportation and there is on street parking available in the area.
Minimum Visitor Parking Spaces 24.22.1.1	Multiple Dwelling with a minimum of five dwelling units = 15 %	TBD	Shall Comply
Minimum Accessible Parking Spaces 24.24.1.1	1 to 25 Total 1 Type A and 0 Type B	1	Complies

Zone Regulations	Required RD3.1	Proposed	Compliance and/or Relief Requested with Justification
Minimum Bicycle Parking Spaces 24.30.1.1	1 to 9 Total = 0	TBD	Shall Comply
Minimum Loading Spaces 24.40.1.5	For a Multiple Dwelling with 9 - 1,000 m ² or less Total = 0	0	Complies
Parking Area Separation 25.5.20.1	Any Street – 3.00 m	North side - 2.63 m	Relief requested. Relief is considered minor. Appropriate buffering and screening can be provided in the form of landscaping and fencing.
	An interior lot line or alley – 0.90 m	West side – 0.90 m South side – 0.90 m	Complies
	A building wall in which is located a main pedestrian entrance facing the parking area – 2.00 m	2.25 m	Complies
	A building wall containing a habitable room window or containing both a main pedestrian entrance and a habitable room window facing the parking area where the building is located on the	2.25 m	Relief required. Relief is considered minor. Relief will allow the parking area to be located at the rear of the building.

Zone Regulations	Required RD3.1	Proposed	Compliance and/or Relief Requested with Justification
	same lot as the parking area – 4.50 m		

Therefore, the proposed development will comply with the purpose and intent of the City of Windsor ZBL.

All RD3.1 zone provisions shall comply with the following requested relief:

- Decrease the minimum lot area from 710 m² to 674.75 m²,
- Decrease the minimum side yard width from 6.0 m to 1.22 m,
- Decrease the minimum parking requirement from 7 spaces to 6 spaces,
- Decrease the minimum parking area separation from a street from 3.00 m to 2.63 m, and
- Decrease the minimum setback from a building wall containing a habitable room or window or containing both a main pedestrian entrance and a habitable room window facing the parking area where the building is located on the same lot as the parking area from 4.50 m to 2.25 m.

6.0 SUMMARY AND CONCLUSION

6.1 Context and Site Suitability Summary

6.1.1 Site Suitability

The Site is ideally suited for residential development for the following reasons:

- The land area is sufficient to accommodate the proposed development,
- The Site is flat, which is conducive to easy vehicular movement,
- The Site has access to full municipal water, storm and sewer systems,
- There are no anticipated traffic or parking concerns,
- There are no environmental concerns, and
- There are no hazards.

6.1.2 Compatibility of Design

The Site is compatible with the surrounding area in terms of scale, massing, height and siting.

The development of a multiple dwelling is proposed to be an efficient use of the Site.

The proposed density is appropriate for the Site and the surrounding area.

6.1.3 Good Planning

The proposal represents good planning as it addresses the need for more housing.

The proposed residential dwelling units will contribute toward infilling and intensification requirements.

Residential use on the Site represents an efficient development pattern that optimizes the use of land in an existing built-up area that has residential uses surrounding the Site.

The additional residential dwelling units will not put any additional stress on municipal infrastructure or the current Site.

6.1.4 Natural Environment Impacts

The proposal does not have any negative natural environmental impacts, as there are no natural heritage features on the Site.

6.1.5 Municipal Services Impacts

There will be no negative impacts on the municipal system as the residential development is limited to low profile and will not add to the capacity in a significant way.

6.1.6 Social, Cultural and/or Economic Conditions

The proposed development does not negatively affect the social environment as the Site is in close proximity to major transportation networks, transit, parks, places of worship and community amenities.

The proposed development does not cause any public health and safety concerns.

The proposal represents a cost-effective development pattern that minimizes land consumption and servicing costs.

There will be no urban sprawl as the proposed development is within the existing settlement area and is an ideal development opportunity.

There are no cultural heritage constraints.

6.2 Conclusion

The proposed development on the Site is appropriate and should be approved by the City of Windsor.

This PRR has shown that the proposed development is consistent with the PPS, conforms with the intent and purpose of the City of Windsor OP and ZBL, and represents good planning.

Planner's Certificate:

I hereby certify that this report was prepared by Tracey Pillon-Abbs, a Registered Professional Planner, within the meaning of the Ontario Professional Planners Institute Act, 1994.


Tracey Pillon-Abbs, RPP
Principal Planner

